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THIS IS UNEVALUATED INFORMATION

1. The Molotov Railroad Car Plant was on the southeastern outskirts of Lyubline (55°40'N/37°45'E), between the highway and railroad line to Moscow. * It is an old plant, but most of its machinery was replaced by German machines in 1945. War damages were no longer apparent in 1946, and the plant was in full operation. Extension work was not observed. The plant covered an area of about 1,000 x 300 meters. The main departments of the plant were three foundries, one forge for manufacturing parts, one forge for axles, one forge for springs, and one lathe shop. The built-up area of these departments comprised 47,250 square meters. The buildings were brick structures with metal roofs and skylights. ***
2. Only parts for railroad coaches and railroad freight cars were produced in the plant. Complete cars were not manufactured. Parts manufactured in the plant included sleeves, wheel boxes, buffers, railroad car wheels, couplings, wheel axles, and spiral and leaf springs. All products left by rail immediately. No depot of stored goods was observed. The plant was surrounded by a wooden fence and watch towers. It was guarded by plant police. ***
3. The total number of employees is estimated at 5,000 of which an especially high percentage were female workers. There were 10 female workers to 1 male worker in the foundry. Work was done in three shifts, the night shift lasting from 12:00 p.m. to 7:00 a.m. In the two daytime shifts, 50 PWs and 150 male and female Soviet employees worked, while 50 PWs and 75 Soviets worked in the night shift.

Comment. The location, equipment and production of the plant are confirmed. In particular, it has been confirmed that only parts of railroad cars were produced in the plant. The finished parts were shipped to the Jaganovich railroad repair shop also located in Lyubliano. The work norms indicated were 2,000 to 2,500 leaf springs produced daily in the spring forge in July 1947, and 80 railroad car wheels produced per shift in July 1947.

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